

(c) If a main transverse watertight bulkhead is recessed or stepped, an equivalent plane bulkhead must be used in the calculations required by § 171.070.

§ 171.075 Subdivision requirements—Type III.

(a) Each vessel must be shown by design calculations to comply with the requirements of Regulations 1, 2, 3, 4, 6, and 7 of the Annex to Resolution A.265 (VIII) of the International Maritime Organization (IMO).

(b) International Maritime Organization Resolution A.265 (VIII) is incorporated by reference into this part.

(c) As used in IMO Resolution A.265 (VIII), “Administration” means the Commandant, U.S. Coast Guard.

§ 171.080 Damage stability standards for vessels with Type I or Type II subdivision.

(a) *Calculations.* Each vessel with Type I or Type II subdivision must be shown by design calculations to meet the survival conditions in paragraph (d) of this section in each condition of loading and operation assuming the extent and character of damage specified in paragraph (b) of this section.

(b) *Extent and character of damage.* For the purpose of paragraph (a) of this section, design calculations must assume that the damage—

(1) Has the character specified in Table 171.080(a); and

(2) Consists of a penetration having the dimensions specified in Table 171.080(a) except that, if the most disabling penetration would be less than the penetration described in the table, the smaller penetration must be assumed.

(c) *Permeability.* When doing the calculations required in paragraph (a) of this section, the permeability of each space must be calculated in a manner approved by the Commanding Officer, Marine Safety Center or be taken from Table 171.080(c).

(d) *Definitions.* For the purposes of paragraphs (e) and (f) of this section, the following definitions apply:

(1) *New vessel* means a vessel—

(i) For which a building contract is placed on or after April 15, 1996;

(ii) In the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction, on or after April 15, 1996;

(iii) The delivery of which occurs on or after January 1, 1997;

(iv) Application for the reflagging of which is made on or after January 1, 1997; or

(v) That has undergone—

(A) A major conversion for which the conversion contract is placed on or after April 15, 1996;

(B) In the absence of a contract, a major conversion begun on or after April 15, 1996; or

(C) A major conversion completed on or after January 1, 1997.

(2) *Existing vessel* means other than a new vessel.

(3) *Watertight* means capable of preventing the passage of water through the structure in any direction under a head of water for which the surrounding structure is designed.

(4) *Weathertight* means capable of preventing the penetration of water, even boarding seas, into the vessel in any sea condition.

(e) *Damage survival for all existing vessels except those vessels authorized to carry more than 12 passengers on an international voyage requiring a SOLAS Passenger Ship Safety Certificate.* An existing vessel is presumed to survive assumed damage if it meets the following conditions in the final stage of flooding:

(1) On a vessel required to survive assumed damage with a longitudinal extent of 10 feet (3 meters) plus 0.03L, the final angle of equilibrium must not exceed 7 degrees after equalization, except that the final angle may be as large as 15 degrees if—

(i) The vessel is not equipped with equalization or is equipped with fully automatic equalization; and

(ii) The Commanding Officer, Marine Safety Center approves the vessel's range of stability in the damaged condition.

(2) On a vessel required to survive assumed damage with a longitudinal extent of 20 feet (6.1 meters) plus 0.04L, the angle of equilibrium must not exceed 15 degrees after equalization.

(3) The margin line may not be submerged at any point.